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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY USSR/Austria (Soviet Zone)

SUBJECT Soviet Aircraft

50X1

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1. 50X1

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(a) Pre Flight:

This is a 15-20 minute check for the three man crew and it consists of removing the covers, checking oil, water, and fuel tanks, starting and warming up the engines and a visual check of all lines for leaks. The warm-up of the engine is done by the officer of the crew, but in his absence it may be done by the senior enlisted man. After the inspection, the Flight Engineering Officer signs the release for flight.

(b) After Flight:

Inspection plates and cowlings are removed and a complete visual check is performed on all accessories, attachments, etc.

(c) 5 Hour Inspection:

The oil pan is removed and the crankshaft, connecting rods and bearings are checked. This inspection takes three men about two hours to complete.

(d) 10 Hour Inspection:

Valve covers are removed and springs and clearances are checked. Control junctions and propeller controls are lubricated. Three men work 8-10 hours to complete this inspection.

(e) 25 Hour Inspection:

This inspection includes a complete lubrication, a check of the magnetos and points, cleaning, removal of fuel tank covers which are inspected for leakage. This inspection will take three men approximately 1½ days to complete.

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(f) 50 Hour Inspection:

The oil tanks are removed, cleaned, and inspected by the squadron commission (Oil tank nomenclature: AMTS. It is an alloy of aluminum, copper and zinc). Oil is changed every 15-18 hours between the 50 hour inspections. The 50 hour inspection includes the replacement of hydraulic fluid. Three men need two days to complete this inspection.

(g) 100 Hour Inspection:

This inspection includes an engine change. Engines are drawn from Battalion supply and are equipped with accessories. This inspection will take three men three to seven days to complete but an engine change itself can be done in one day by three men.

(h) 500 Hour Inspection: At the end of 500 hours, the aircraft is sent to Parm for major overhaul.

2. 50X1

50X1 All maintenance is performed in the field. All major repair and maintenance work is performed at the Parm (Podvizhnaya Aviatsionnaya Remontnaya Masterskaya or Mobile Aviation Repair Work Shop).

50X1

3. 50X1

The guaranteed running time of a new engine (VK-105 and ASF-82) is 250 50X1 hours.

50X1

4. 50X1

50X1 the average number of hours at which an engine must be 50X1 pulled is 100.

5. 50X1

50X1 the most predominant causes of engine failure (on the VK-105 mounted on the PE-2) are failures of connecting rods.

6. 50X1

Spare engines were not furnished for each airplane, as far as I know, but 50X1 the regiment kept a maximum of three or four engines on hand for use as needed.

7. 50X1

Parm-11 does all major overhauls of the aircraft and engines of the 748th 50X1 Air Bomber Regiment.

8. 50X1

9. 50X1

The bomb-bay could house only one 1000 kilo bomb. The balance of the load was carried externally.

10. 50X1

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12. 50X1 50X1

13. 50X1 50X1 the fuel capacity of the IL-28 is eight tons and that extra fuel tanks could be fitted under the fuselage.

14. 50X1 50X1 All the fuel tanks were located between the pilot's cabin and the radio operator's compartment. 50X1

15. 50X1

16. 50X1 The range is approximately 2½ hours with a full load at 800 KPH. The 50X1 maximum speed is 800 KPH or more with full load and the cruise speed is 50X1 400-500 KPH.

17. 50X1 The official designation of the engine used in the IL-28 is "VK-1" (Vasilii Klimov - 1).

18. 50X1 50X1

19. 50X1 the maximum RPM of the VK-1 is between 12,000 and 12,600. 50X1 50X1

20. 50X1 50X1

21. 50X1 50X1 the VK-1 engine utilizes an axial flow type compressor.

22. 50X1 50X1

23. 50X1 50X1 the engine weighed approximately 750 - 800 kilograms.

24. 50X1 "aviation kerosene", 50X1 consisting of 99% kerosene and 1% mineral oil (mineral'noye maslo), was used 50X1 as fuel for this engine.

25. 50X1 50X1 there were two oil 50X1 lubricating tanks, one for each engine, located in the aircraft. The maximum capacity of each tank was 12 liters, making the total oil load for the aircraft 24 liters.

26. 50X1

27. 50X1

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28. 50X1

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29. 50X1

The power plants of the IL-28 can be started on the auxiliary power unit 50X1
or on the aircraft battery.

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30. 50X1

50X1 as the MIG-15 uses the same type of fuel and
does not smoke, the engines in the IL-28 would not smoke. 50X1

31. 50X1

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32. 50X1

50X1

-end-

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